



BUILDING BETTER TRANSPORTATION COMMITTEE

Meeting Report May 3, 2004

PRESENT: Chair David Cortese, Vice Chair Linda LeZotte, Councilmember Forrest Williams, Councilmember Cindy Chavez

STAFF: Ed Shikada, Bill Hughes, Jim Helmer, Hans Larsen, David Maas, Betsy Shotwell

GUESTS: John Weber, BART Operations Manager; Ann Jamison, VTA, BART Project Manager

ABSENT: Vice Mayor Dando

The meeting was convened at 1:34 p.m.

Vice Chair LeZotte began the meeting until Chair Cortese arrived at 1:42 p.m. and all other members are present except Vice Mayor Dando who was excused.

a. Expansion and Improvement of Transit and Transportation Systems

1. Report on the Transportation and Aesthetic Design Improvements Outside of the Norman Y. Mineta San José International Airport

David Maas, Deputy Director, Airport, gave a brief overview of the staff report that was submitted. Considering the improvements at the airport and the transportation improvements around the airport, there is a lot to consider in the overall aesthetics and we need to work together with developers in regards to transportation improvements, so we end up with a team effort of experience. Staff has gotten together to deal with the issue of the approach - Airport, Department of Transportation (DOT), Convention, Arts, & Entertainment (CAE), CalTrans, and the Valley Transportation Authority (VTA) - and came up with that the staff is working on the Airport Landscape Masterplan to take a look at the adjacent properties of the airport to consider what should be the aesthetic value of the airport (the appropriate extent to where the landscaping should begin/end) and what are some of the recommendations for what the "look" should be. There is a landscape architect on board, Peter Walker and Partners. They are looking at the appropriate aesthetic boundaries for the airport and then will make a recommendation. The timeline for the recommendation is July.

Councilmember Williams discussed the value of the word aesthetics and wants to make sure that the recommendation take into consideration that the “look” should be more of a transitional effect, not abrupt and harsh, also the public art and how to phase in that aspect. He would like to ensure that we all think of aesthetics very broadly, and that it goes beyond art.

Mr. Maas stated that staff from CAE has been included in the discussions regarding how to approach the aesthetic treatment of these off-airport traffic improvements. While the budget for the Airport public art program cannot pay for improvements off the airport, there is benefit to having participation from public art staff working on the Airport's art program to bring the art perspective into the mix of ideas being considered.

Councilmember Chavez expressed excitement and support of the direction, and stated that a major gateway like 880/Coleman should send such a strong message that you know you're going to the Airport or the Downtown without having traveled there through the presence of art and landscaping. Include Guadalupe River Master Plan in process of deciding aesthetic themes. Staff should explore all funding strategies to go beyond what CalTrans considers normal.

Vice Chair LeZotte expressed concern about deforestation. Wants a strong tree element and other green amenities.

Mr. Maas added that this item will come back to the Committee in September 2004 at the latest.

Upon motion by Councilmember Williams and seconded by Councilmember Chavez, the Committee unanimously accepted the report.

2. Report on Bay Area Rapid Transit (BART) Environmental Analysis Final Recommendations – **continued from April 5, 2004**

Jim Helmer, Director, Department of Transportation, began by reminding the Committee that back in 2002, the City Council and the Policy Advisory Board (PAB) for VTA approved a preferred alignment for station configurations. There were many outstanding issues in that preferred alignment, particularly as they relate to involvement in the stations themselves and those issues were to be covered in more detail during the preliminary engineering phase. At this point we would like to bring back six key issues with staff recommendations as we move forward to the preliminary engineering review. With that Mr. Helmer introduced Hans Larsen, Deputy Director, Department of Transportation, along with John Weber, BART Operations Manager; and Ann Jamison, VTA, BART Project Manager.

Mr. Larsen gave a PowerPoint presentation on the six key issues along with recommendations for the Committee in regards to the design issues for the BART project. The presentation included highlights on the 16.3-mile extension of the existing

BART system, the project schedule and funding, and went through each of the six key preferred design options, and concluded with public involvement and the next steps.

Councilmember Williams expressed his preference that there be a direct route from BART to the airport. He stated that he was concerned with our alignment recommendations although he understands our economic problems and asked if in the future there might be a direct service.

Mr. Larsen stated that staff strongly believes and well coordinated with airport, that the people mover arrangement is a high quality access to the airport. It pulls together all the transit services and timely connections, and has advantages of greater security. Generally the airport customer base is not coming in from the East Bay but from the South or up the peninsula. So the ridership for direct BART access coming into San José is relatively light therefore from a cost perspective staff feels that there is not a high value to get out of that service.

Councilmember Chavez asked staff to ensure that related to the Berryessa station at the Maybury intersection that it not interfere with the work at the flea market. That particular area is being looked at for an extension of the nearby park. The master planning is beginning late summer. In addition, on the downtown crossover, her concerns are on the Alum Rock station alignment options, she was told that this would not be conducive to BART, so other measures were taken to make it more conducive. Also her fears are that since we are in the midst of rebuilding downtown, that we would cut and cover a particular section for an extended period of time. She asked about the cut and cover area and what was the timeframe for the area being shut down.

Ann Jamison stated that the cut & cover methodology allows for one side of the street to be shut down and allow traffic to flow on the other side and in some point in time there will be a complete shutdown and the timeframe for that would be 1-3 months depending on how much time is allowed for construction hours per day. This would happen at the beginning of the project and again towards the end.

Councilmember Chavez then inquired about the airport connector, if we move forward with the EIR, is the box big enough that we would be able to use other property like the FMC site? Mr. Larsen answered that if there were a swing of the alignment we would probably have to go and do some additional studies. The EIR is pretty tightly defined along a certain alignment.

Vice Chair LeZotte inquired about the airport connection, why is the recommendation the preferred alignment and is there anywhere along the Southern route of the airport where there will be a park and ride or the ability to hook into the people mover?

Mr. Larsen answered that the people mover connection that comes from the BART / CalTrain station and coming from the North has a stop at the parking garage also there is a terminal stop, a central terminal stop, a garage stop, and then access to the lightrail system. Option 1 is recommended because it has the advantages of 1) better overall transit system ridership and connectivity, 2) better access to multiple Airport

destinations, 3) better ability to manage Airport security, and 4) substantially lower cost. In addition, the 2000 Measure A has identified \$200 million for development of the APM connection to the airport.

Vice Chair LeZotte then asked about the BART station be large enough to handle people that want to park and ride on the people mover. Ann Jamison answered that the station itself is one of the largest ridership stations along the alignment and there is a parking facility proposed there to accommodate the BART station. To her knowledge there is not any plans to put a special garage out there. They were more focused on accommodating the transfers from the various systems.

Chair Cortese asked at what point do we start notifying people / developers on the Planning, Building, & Code Enforcement (PBCE) side as they come in for the new permits on the application process. Seems that projects that are a long way off, in planning stages, could create complications on their Construction Impact Mitigation Plan (CIMP) if they were planned for say 2 years and were postponed for 3 or more. He is requesting to hear back from staff as to what is anticipated for the process, when does PBCE start having some sort of automatic response to people coming into the area with development applications and a flag is thrown up to acquaint people with upcoming issues that might directly affect their plans. When the BART board is looking at station alignments we are making recommendations to let them know that the CIMP could be an issue that the ordinance calls for the VTA to do the mitigation. We need to make sure that certain criteria are factored in, as the CIMP may be an issue.

Mr. Larsen responded regarding the CIMP, there is a very strong commitment in the EIR about mitigating the construction impacts using the best practices that have been looked at and that are available. This project under the City's ordinance will need to do a CIMP. We are currently having discussions with VTA about putting together a Master agreement in intricate detail as it progresses further along. To a large degree the team has been looking at those issues and will be further flushed out as we get into the design process. Regarding development, last week we kicked off a Executive Committee of City senior management that focused on various issues that the City will be dealing with on the BART project and the purpose is have a One Voice look at all the issues from an economic development, land development, PBCE, DOT, PW and CMO perspective and do some strategic planning and helping facilitate and support the BART project.

Blage Zelalick from the San José Downtown Association spoke this item. She stated that the Associate is in the midst of formulating a response to the EIR, but their two major concerns are 1) the location of the crossover tracks and 2) CIMP. It was enlightening to attend this meeting to hear some of the problems that the City is encountering. Please look for her letter from the Downtown Association for more specifics on their concerns.

Upon motion by Councilmember Chavez and seconded by Councilmember Williams, the Committee unanimously accepted the report with direction to staff to bring this item to full Council on May 18, 2004 with additional comments as noted above.

b. Traffic Relief/Safe Streets

1. Business District Streetscape Implementation and Maintenance Report, Presentation and direction to move forward with next steps in the potential formation of a Property Business Improvement District, in the Downtown Core and Neighborhood Business Districts – **RECOMMEND DEFERRAL TO JUNE 7, 2004**

The Committee deferred the report.

c. Supporting Smart Growth

1. No items

d. Regional Relationships/Funding/Policy

1. Update on State, Federal, and Local Legislative (Transportation / City Manager's Office, Intergovernmental Relations) – receive written status report

Upon motion by Councilmember Williams and seconded by Councilmember Chavez, the Committee unanimously accepted the report.

e. Oral Petitions

There were none.

f. Adjournment

The Committee was adjourned at 2:25 p.m.

Councilmember Dave Cortese, Chair,
Building Better Transportation Committee